



State of Utah

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF OIL, GAS AND MINING

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January 31, 2001

TO: Minerals File

FROM: Anthony A. Gallegos, Senior Reclamation Specialist *aa*

RE: Site Inspection, DeLoy Shumway, Travertine #8 & #9 Mine, S/019/053 (UTU-78691), Grand County, Utah

Date of Inspection: January 17, 2001
Time of Inspection: 1239 - 1500
Conditions: Sunny and cool
Participants: DeLoy Shumway, Operator; Tony Gallegos, DOGM

Purpose of Inspection: To examine the current site conditions in consideration of variance requests.

I met Mr. DeLoy Shumway at the Crescent Junction turnoff, where we then drove out to the Travertine #8 site. The site is accessed by taking the road toward Ruby Ranch and then taking a turnoff toward the old geyser. Mr. Shumway had flagged and signed the turnoff from the main road showing the direction to the Travertine #8 site. The turnoff road leads to within a quarter to one half mile of the proposed mine site (Green River SE quad map). Some of the drainage crossings of this existing road are rough due to erosion and would require some blading or maintenance for regular truck traffic.

We first examined an outcrop located southeast of the proposed mine site to document an old mine adit at the base of this deposit. The adit is located at the base of a hill along the wash where the travertine deposit is exposed. The adit appears to be unsupported and goes in for more than 20 feet. Although this existing mine opening is not in the area Mr. Shumway proposed to mine, he wanted this existing feature documented.

From the adit location we then traveled to where a section of new road would run off the existing road and lead to the proposed mine site. Mr. Shumway had flagged the approximate route of this new road across the flat open area. Photographs of the flagged route were taken to document the minimal grading needed and also the sparse vegetation. This section of new road could be created by repetitive driving with the exception of a few crossings over small drainage paths, which would require minor road work. We drove into the proposed site along the flagged route with very little difficulty.

The proposed area of mining is located on a small hill above the level of the access road. Photos were taken of the foot trail currently leading up the hill to the level of the deposit. A GPS unit was used to locate the UTM coordinates at the base of this hill. The corrected UTM coordinates are North 4,302,007.092, and East 577,784.202. The trail is located where a new access road would need to be created to get equipment up on the level of the deposit. We walked up the path to the top of the hill and could see where Mr. Shumway had flagged the blocks shown on the notice map, and also the panel proposed to be mined, which is approximately 200 feet wide and 800 feet long.

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The general mine plan is to create a road up to the top of the small hill using a dozer, and then start mining by creating an excavation along one particular drainage running approximately northeast. The deposit is exposed in several places in this drainage. Photographs were taken up on the hill looking toward the southwest along the small drainage where he would begin to mine. Note the orange flagging at the ends of the photo.

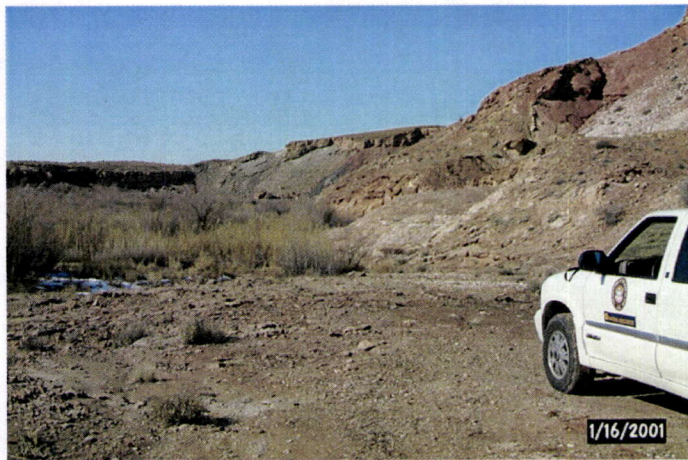
We walked around in the general area proposed to be mined. Photographs were taken of the area to document the sparse amount of vegetative cover and general site conditions prior to mining. Additional photos were taken of the proposed mine area from different vantage points. Photos were also taken from on the mine blocks looking towards the southeast where the outcrop with the existing adit is located.

As we left the site additional photos of the proposed new road were taken. The width of the new road would be seven to eight feet, based on the vehicle tracks leading into the site. For the most part, this section of new road could be created just by repetitive traffic over the flat terrain, with minor blading in a few spots where it would cross drainages.

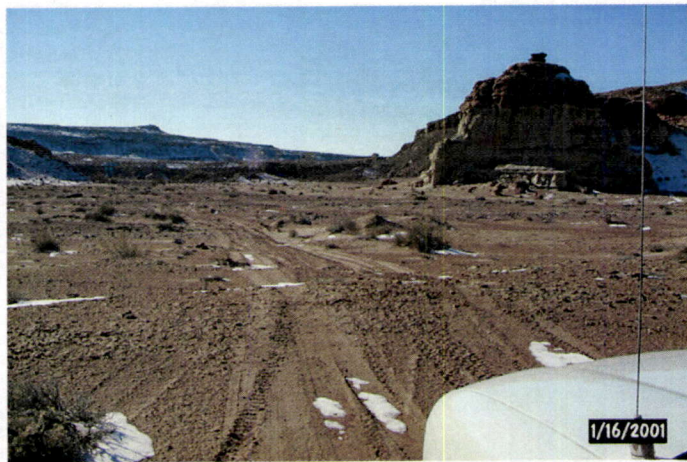
I informed Mr. Shumway, that as a result of this inspection, a memo and a separate response letter would be written to address possible variances from the Operations and Reclamation Practices which may be appropriate for his project. I mentioned that the BLM would also need to approve of any variances for this site, and he would need BLM clearance before beginning operations.

jb
cc: DeLoy Shumway, Operator
Brent Northrup, BLM Moab FO w/site photos
S19-53-ins

1/5 TRAVERINE #8 - DELOY SHUMWAY
S/O19/053 UTU-78691



OLD ADIT AREA



NEW ACCESS ROAD LOCATION



TRAVERINE #8 SITE



2/5 TRAUERTINE #9
S/019/053 UTA-78691



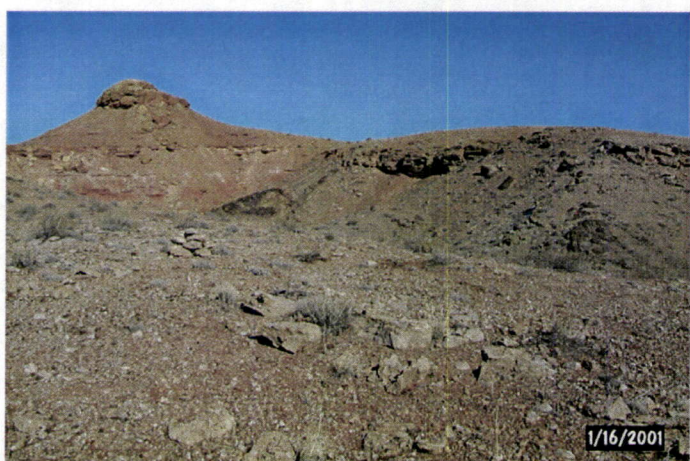
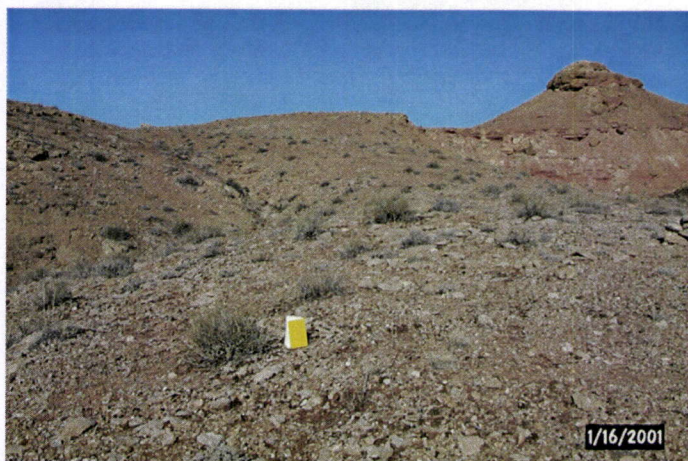
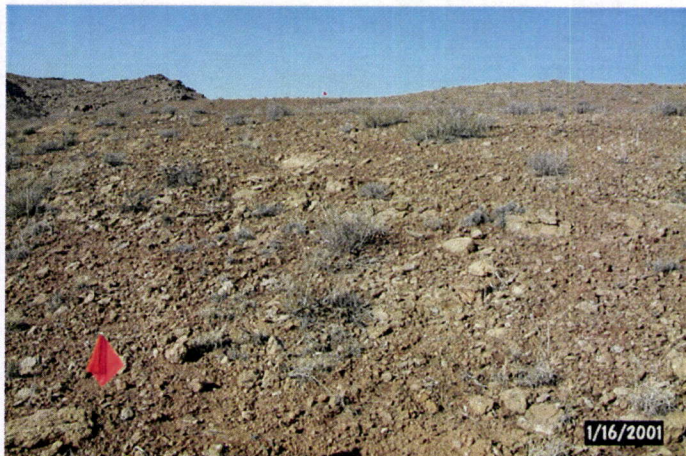
PROPOSED EXCAVATION AREA



3/5 TRAVERTINE #8

9/019/093

U+U-78691

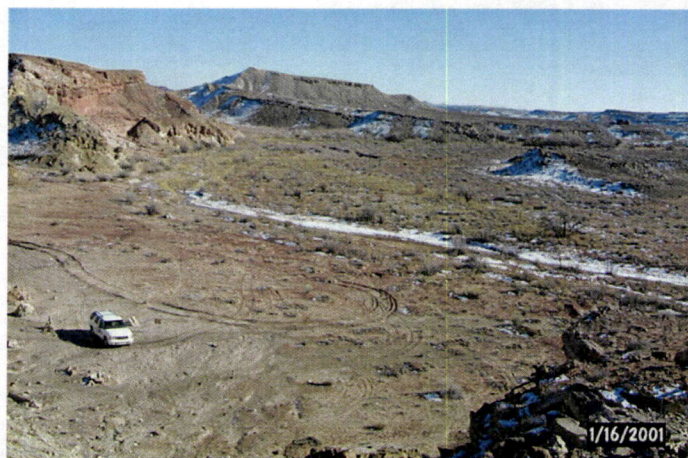


EXISTING SITE CONDITIONS

4/5 TRAVERTINE #8
S/019/053 UTU-78691



OLD ADIT LOCATION



PATH OF NEW ACCESS ROAD VISIBLE



TRAVERSE #8
5/5 5/019/053 UTH-78691

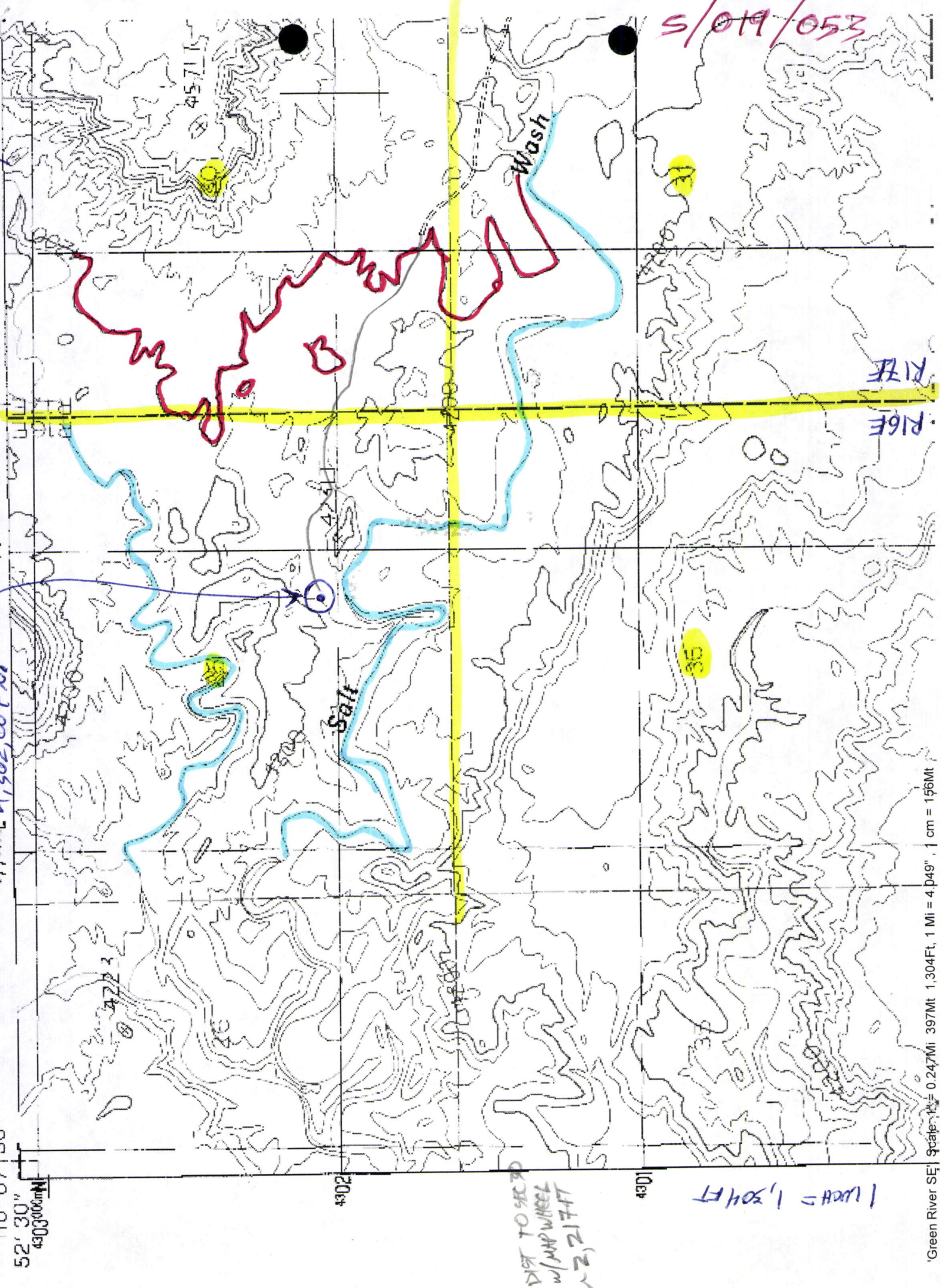


USING ALL TOPO MAPS
TRACED DISTANCE = 1,265 FEET
DIST. TO REC'D
2,235 FEET

ULUVOORUK
GPS POINTS 577,784 E.
577000 E 4,302,007 N.

110° 07' 30"
52' 30"
4303006mN

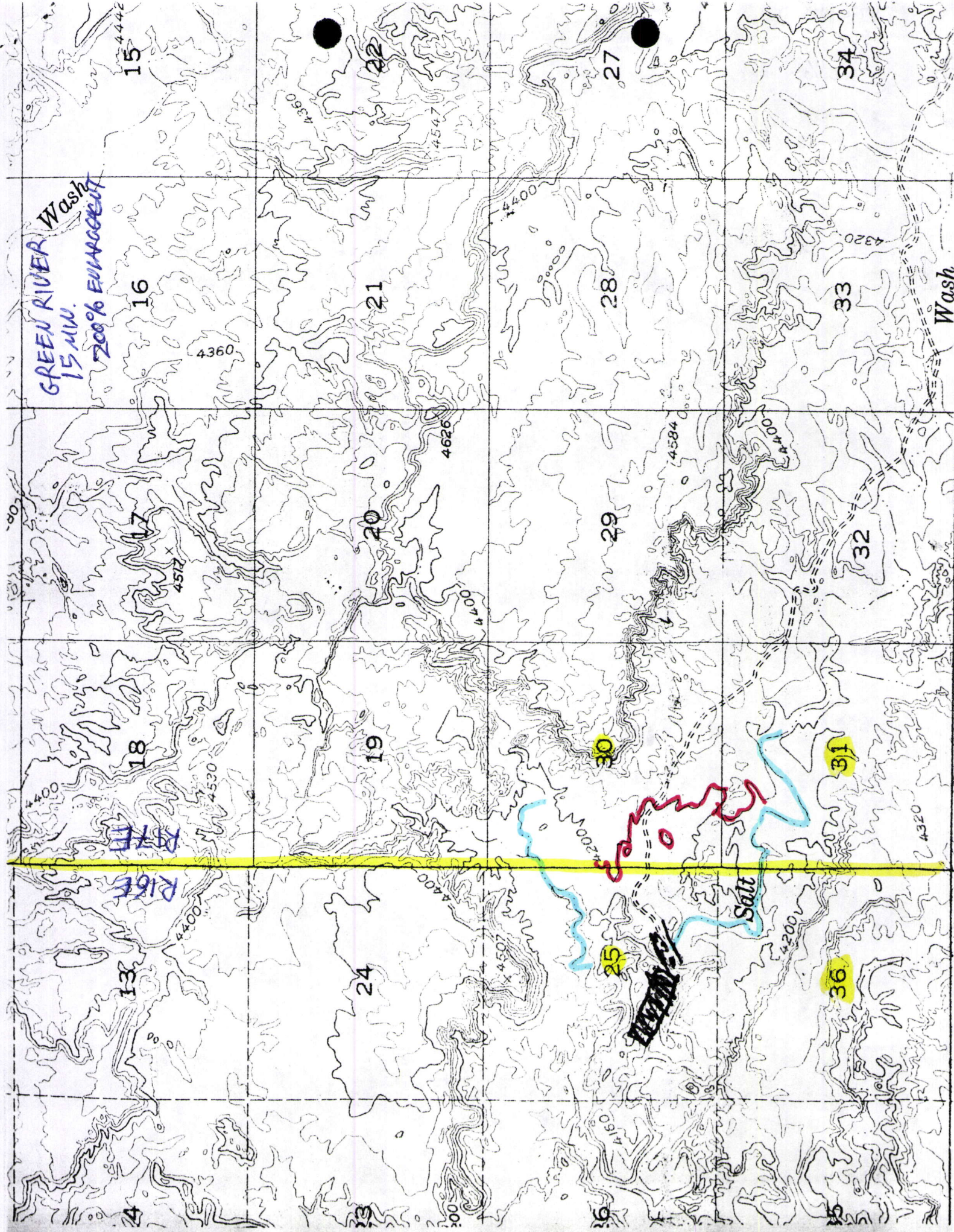
578



DIST TO REC'D
w/ MAP WHEEL
2,217 FT

1 INCH = 1,304 FT

5/019/053



GREEN RIVER Wash
15 MW.
200% ENLARGED

Right
Right

Wash

Salt